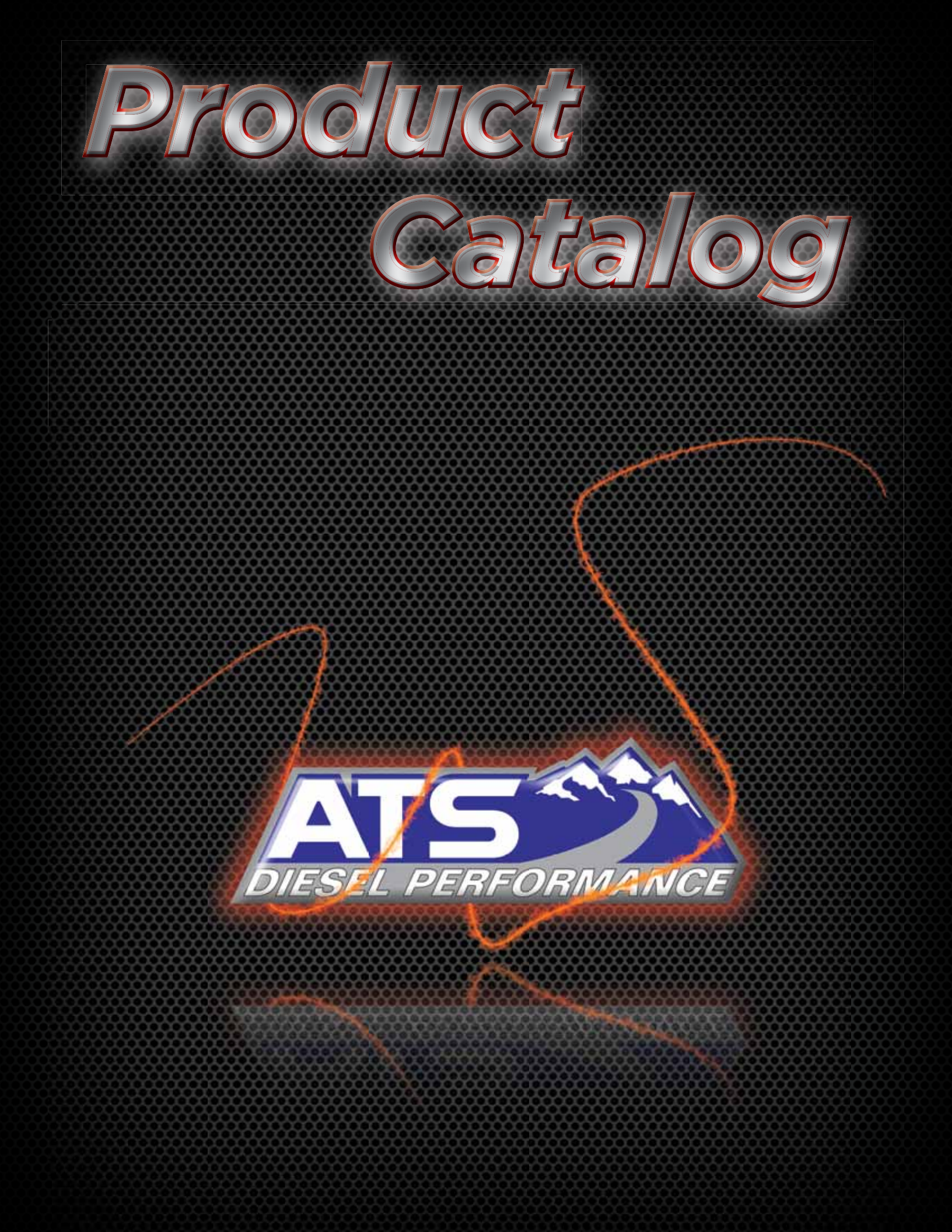
Product Catalog



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ABOUT ATS DIESEL

ABOUT ATS DIESEL PERFORMANCE

Located at the foot of the Rocky Mountains in Arvada, Colorado, ATS Diesel Performance is a premier manufacturer and installer of high-quality diesel performance parts for Dodge®, Ford® and GM® diesel trucks. Whether you're crossing the Rockies, pulling a horse trailer, getting to the job site or racing down the strip, our parts deliver incredible power without sacrificing efficiency.

LAYING THE FOUNDATION

In 1993, Clint Cannon founded Automotive Transmission Specialists. By 1997, the company specialized in transmission repair for all types of vehicles. Clint then founded Performance Torque Converters and began building torque converters in-house, giving him more flexibility to service racing customers. As the popularity of diesel trucks grew, more people took advantage of the available power upgrades, and problems with diesel transmissions that emerged.

ATS DIESEL IS BORN

Clint decided to tackle this, and focused his research and development on a more robust torque converter to address the transmission issues. He realized a clutch pack design was the answer to building a healthier torque converter. With his development of the TripleLok™ Torque Converter, which has now evolved into the Five Star Torque Converter, ATS Diesel Performance was born.

GETTING IT RIGHT THE FIRST TIME

Clint decided if he were going to build high-performance parts, he was going to do it right. And he's backed it with the world's best diesel parts warranty. All ATS transmissions and torque converters come with a 5-year/500,000 warranty and turbo systems come with a 3-year, 150,000 mile warranty!

ATS TODAY

ATS Diesel Performance continues to expand rapidly, offering high-performance transmissions, valve bodies, torque converters and engine upgrades for Cummins®, Powerstroke® and Duramax® diesel trucks. With such rapid expansion, ATS grew into a massive facility that now contains over 10 departments including a full machine shop, pattern shop, fab shop, electronics department, transmission manufacturing, engineering, powder coating, and several other manufacturing and assembly departments to better serve our customers. ATS upgrades can be found in trucks worldwide, including some of the fastest diesel drag racers and the strongest diesel sled pullers. Whether your truck is a high-powered competition machine, a high-mileage truck that needs improved fuel economy, a work vehicle that has to be durable, a truck you need to rely on for towing or simply a daily driver, ATS has the technology and products to fit your needs.

WE INSTALL

Come visit our full-service, on-site installation shop located at our corporate headquarters in Arvada, Colorado. You can buy your ATS parts here and have them installed by our trained professionals.

ABOUT ATS DIESEL

QUALITY AND RELIABILITY

Underlying everything that happens in our shop is our commitment to quality and reliability. That's why ATS offers the world's best diesel parts warranty. All ATS transmissions, turbo systems and torque converters are backed with a 3-year, 150,000 mile warranty!

THE TORQUE CONVERTER SHOP

We manufacture and test every torque converter we sell right here in our converter shop. From the creation of the internal disks to milling, welding and assembly, it's all done right here in-house.

TRANSMISSION SHOP

The ATS transmission shop builds the best transmissions and components on the market. Every transmission is tested on our custom dynamometer (dyno) before it is shipped, so you know you're getting the best transmission for your truck!

THE LASER ROOM

At ATS, we operate our own lasers to ensure the necessary accuracy to deliver the highest quality products. We custom-cut all of the proprietary components and raw metals used in our products.

THE FOUNDRY

Early on, we decided that buying off-the-self components to construct our products wasn't an option. All of our parts are cast, polished and assembled right here, allowing us to control quality and construction. We use American metals, and keep these jobs right here in the United States.

THE DYNO SHOP

We dyno test our transmissions, Aurora Turbo Systems and Five-Star Torque Converters after they are built, to ensure reliable functionality and high performance.

THE TURBO SHOP

Our wide selection of Aurora turbo systems are assembled using superior components. They undergo dyno testing and extensive review to ensure the highest quality product. Nothing comes close to matching the performance of Aurora Turbo Systems. We deliver the power you crave!

THE MACHINE SHOP

All cast and billet parts require precision machining in order to meet our highest quality standards of fit-and-finish. The machine shop gives us the ability to ensure that ever part sent out, will bolt up and work properly.

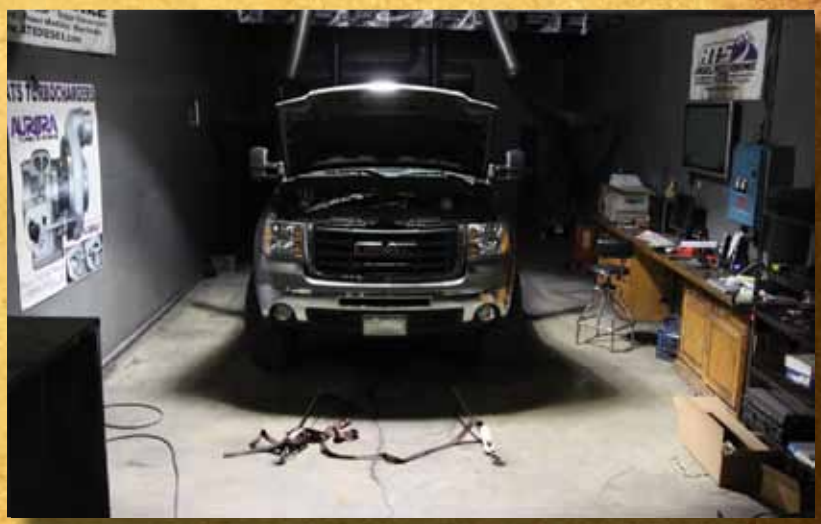
THE RACE/DEV SHOP

With over 600 products, testing, development, and innovation had to be tested and engineered. The Race and Development Shop is where the magic happens. Ideas are generated and this is where they come to life, between electronics, hard parts, tuning, and testing.

Along with development, the Race Shop is home to multiple 1000+ horsepower trucks. Turbo combinations are tested to the highest levels and other parts are tested to see what their breaking point is. This is a vital part to ensuring products are not only performing properly, but performing up to their highest potential.

THE CHASSIS DYNO

The Mustang Dynamometer is capable of measuring over 2000 rwhp and over 4000 ft./lbs./lbs tq. It is an important instrument to have in order to accurately measure horsepower gains, as well as diagnosing any trucks that come in with a problem. This keeps testing in a safe and controlled environment, instead of endangering the street



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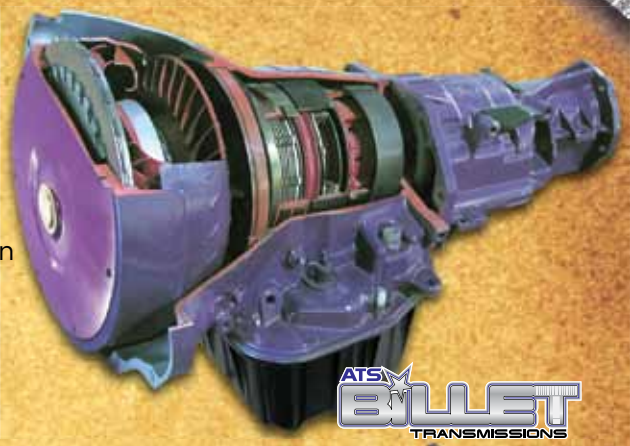
DODGE TRANSMISSIONS - 47RH/47RE/48RE

All ATS transmissions are designed to handle all the extreme power and heavy loads your 94-07 Dodge can throw at it, and then dyno tested to ensure reliable functionality and high performance. ATS has a long history of working directly with you—racers, pullers and long-haulers—to develop transmissions and components that work equally well for daily use and extreme applications. Our engineers also analyzed original equipment manufacturer (OEM) transmission problems caused by high mileage and component failure, looking for ways to ensure longevity.



This approach helped us develop the strongest, most reliable transmissions available for your Dodge® diesel truck. ATS transmissions eliminate the factory weaknesses and design flaws, replacing them with engineering that works. We're so confident of that, all ATS transmissions are backed by the only 5-year, 500,000 mile warranty in the industry.

DODGE TRANSMISSIONS - 68RFE

The 68RFE found in 2007.5+ Dodge Cummins was redesigned from the ground up by ATS Diesel. The end product was an ultra reliable transmission with the ability to hold massive amounts of power while acting like a completely normal street truck. The benefit to the ATS built 68RFE is added efficiency through the entire system. The "slop" in the transmission is gone, and therefore allows the truck to shift smoother, pull easier, and drive more efficiently and comfortably. The addition of the Co-Pilot is a must for reliability and performance.

ATS ALUMINUM PAN

ATS Deep Pans, featuring a one-inch magnetic drain plug, are an easy upgrade that can make more difference to your transmission than any other external part. Easily added during a routine service, our aluminum transmission pan helps extend oil life and scheduled services, lower transmission heat, and makes servicing easier.

BILLET SHAFTS

Upgrade to ATS Billet Shafts for your new ATS Transmission and experience unsurpassed reliability. With our billet input, intermediate and output shafts, you don't have to worry about vital shaft breakage associated with high power and heavy duty applications. Be sure to choose the billet output shaft for heavy tow[illegible]lications. Available for 47/48 and 68-RFE

ATS FIVE STAR™ TORQUE CONVERTER

The revolutionary ATS Five Star Torque Converter uses an innovative fluid assist technology. Fluid coupling transfers more engine power to the transmission through the torque converter. Simply put, the Five Star Toque Converter's efficient design equates to higher fuel economy, better performance and unsurpassed reliability for your Dodge Cummins®.

- Best Warranty - All Five Star torque converters are backed by the only 5-year, 500,000 mile warranty in the industry.
- Optimal stall speed – At low speeds the Five Star Torque Converter has less effect on power transfer allowing for optimal stall speed.
- Maximum torque multiplication – Our unique five disc design provides a 100% mechanical bond during lock-up, ensuring no plate slippage even at power levels of 2000 + foot pounds of torque.
- High Efficiency – This technology results in increased efficiency with less mechanical energy turned into heat; that means that more power is transferred to the wheels.
- Come with ATS exclusive 12 bolt flexplate mounting

ATS BILLET FLEX PLATES

BILLET FLEX PLATES 5.9 AND 6.7

ATS Billet Flexplates are an excellent alternative to stock and other manufacturers' flexplates, solving the breakage issues so commonly found. They meet the SFI 29.1 standard... a testament to their strength, durability and reliability.

- Machined out of a solid piece of billet steel, we utilize a factory ring-gear to ensure trouble-free starts.
- Exclusive 12-bolt design allows for use with stock or aftermarket torque converter.
- Compatible with both stock and aftermarket torque converters.
- Perfect Dodge Cummins® upgrade for towing, street performance, sled pulling and racing applications.

TV Valve and hydrabalanced sleeve

HIGH PERFORMANCE VALVE BODY 47/48RE

Engineering is everything, and the heart of any transmission is the valve body. Use the ATS High Performance Valve Body for better transmission life, shift quality and exhaust brake performance with your Dodge 5.9L Cummins®.

Diesel applications require very specific calibrations and attributes to get the job done. Ours includes:

- 1st and 2nd gear lock up capability.
- Increased line pressure for maximum load capacity.
- Fully calibrated on the ATS Custom Valve Body Dyno.
- Updated governer pressure solonoid.
- Hydrabalanced TV Valve sleeve eliminates valve sticking

Updated governer pressure solonoid

HIGH PERFORMANCE VALVE BODY 68RFE

Engineering is everything, and the heart of any transmission is the valve body. Use the ATS High Performance Valve Body for better transmission life, shift quality and exhaust brake performance with your Dodge 6.7L Cummins®.

- ► Ported hydraulic oil flow passages for increased line pressure.
- ► Increased stregth in the accumulator plate to handle added load.
- ► When used with the ATS Co-Pilot, stock transmissions can hold power levels of 200 over stock

ATS 68RFE CO-PILOT

With advanced transmissions, come even more advanced aftermarket products to support them. The 68RFE came from the factory designed to hold factory power. But for most, that's not good enough. The need to pull heavier loads or go faster is there, and factory transmissions won't hold up. With the Co-Pilot, you have the ability to control the transmission, so it is in the right gear at the right time. Couple this with an ATS built transmission, you can crank up the power!

- ► Four different modes to accommodate different driving styles.
- ► Increases line pressure electronically based off of engine load.
- ► The most versatile and user friendly controller on the market

ATS COMMANDER

The ATS Commander Transmission Management Computer let you control your Dodge Cummins® transmission. These controllers correct erratic torque converter control operation that plagues high mileage trucks. Even if you don't have actual torque converter problems; you may just need better torque converter control!

- ► Push-button control lets you select the speed at which the converter clutch will engage and disengage.
- ► Gives you braking or hold back, even without an exhaust brake. (If an exhaust brake is in place, the Commander can automatically control the brake and converter clutch.)
- ► Allows first and second gear lock-up when used with the ATS valve body.

ATS SELECT SHIFT PACKAGE

Due to the nature of the Dodge® 46-47 and 48RE transmissions, there is no reliable or precise method of controlling the 4-speed lock-up transmission. To address this, we developed the unique ATS Select Shift Valve Body Assembly kit. This is a complete valve body replacement for the factory assembly.

- ► All of the negative issues associated with the stock Chrysler valve body are addressed. We removed the problematic governor pressure and transducer electronics and redesigned the hydraulic circuits to allow precise shift strategy, allowing lock up control in any range.
- ► The brains behind this package are in the ATS Select Shift electronic package, a fully programmable stand-alone computer. It controls the transmission valve body, and is capable of just about anything necessary for today's operations.
- ► Adjustable pressure control
- ► We offer a unit that works with anything from a Dodge Ram®, to a full stand-alone race vehicle, with no other electronic controls.
- ► This kit requires the ATS Select Shift valve body and controller.

TRANSMISSION COOLING SYSTEMS

ATS offers the premier transmission cooler for any diesel application. External transmission cooling systems will help keep your transmission running at optimal temperatures. Since cooler flow is a key factor in keeping temperatures in check, it is critical to use a self-regulating style cooler. That's why our cooler is a thermostatically controlled, fan-forced (reversible rotation), low pressure drop unit.

DIFFERENTIAL COVERS

ATS engineering enables our ATS Protector Differential Covers to provide optimum fluid capacity, keeping gears lubricated and cool. Fluid service is easy, since our dual magnetic plug design means you don't have to remove the differential cover. Install one on your Dodge Cummins® diesel truck today!

TRANSMISSION KITS

If you are a transmission builder or a competant DIY mechanic, then this is the kit for you! With the ATS transmission kits you get the same exact parts and unmatched performance as in the pre-built units. Instead of recieving the whole tranmission, you will be provided with all new ATS clutch packs, shift kit, pump upgrades, converter, deep pan, and any other options you choose. This kit is ready to install into your transmission and hit the road. All parts are still backed by the industry best 5 year/500,000 mile parts warranty and great customer service. Just be warned, building a transmission is complicated and it is necesary to take great care while assembling, so please research before you buy!

ARC FLOW AIR INTAKE

The smooth, non-restrictive airflow design of the ATS ArcFlow increases intake efficiency, air velocity and eliminates air turbulence. That means you get increased throttle response, horsepower, torque and fuel economy for your Dodge Cummins®.

- Dyno tests prove ArcFlow provides gains of up to 15 horsepower and 30-foot pounds of torque.
- The shrouded backside of ArcFlow and top intake section have been pre-tapped for easy, clean, gauge, water injection and nitrous injection installation.
- Ideal for upgrading your truck – it's the easiest, most economical way to "bolt on" horsepower and performance.
- We recommend using an ATS exhaust manifold and intercooler with the ATS Intake Manifold.

Available in Black, White, Silver, Purple and Candy Purple (shown).

ARC FLOW AIR INTAKE

PulseFLOW MANIFOLDS

T-3 & T-4 AVAILABLE

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PULSE FLOW EXHAUST MANIFOLDS

ATS PulseFlow Exhaust Manifolds for your Dodge Cummins® diesel truck feature a multi-piece pulse flow design.

- Patented ball flange design.
- High-temperature coated.
- Manifolds come assembled, tapped for EGT sensor.
- Turbocharger spools up sooner, for less exhaust back pressure and increased fuel efficiency.
- Eliminates shrinking, breaking, cracking and gasket problems.
- Check out our ATS Big Foot manifold for high-performance applications using large turbochargers.

EXHAUST SYSTEMS

An exhaust system is one of the first upgrades we recommend for improved performance and lower exhaust gas temperatures for your Dodge Cummins® diesel truck. Muffler restrictions in factory systems remove noise, but create back pressure and raise exhaust temperatures. ATS PulseFlow Exhaust Systems feature a “straight through” design.

EXHAUST SYSTEMS CAN DROP EXHAUST TEMPERATURES AS MUCH AS 200°F OVER THE STOCK EXHAUST WITH A 10-30+ HORSEPOWER GAIN.

HIGH PRESSURE BRAKE

The Pacbrake®, the most trusted brake on the market, is a bolt-on product that saves wear and tear on your brakes. When used consistently, this exhaust brake can extend the life of your service brakes by as much as five times.

- For use with ATS Co-Pilot equipped vehicles.
- The superior turbo DirectMount® installs easily with no welding or special tools.
- Silent retarding provides peace of mind in the busiest urban areas where engine brakes are prohibited.
- Installing the Pacbrake® on your Dodge Cummins® diesel truck will enhance exhaust brake performance at midrange, decreasing the number of brake relines by as many as five times over the life of the vehicle.
- You could save up to $7,500 in maintenance costs, optimizing your return on investment.

AURORA TURBOS

ATS Aurora turbo systems are your first choice for reliable, EGT-lowering performance. Whether you're looking to upgrade your Dodge Cummins® performance, increase towing ability, or burn up the street, there is an ATS Aurora turbo that fits your needs. Our comprehensive line of turbo systems range from our popular Aurora 3000 (which offers a strong increase over your stock turbo), all the way up to our competition-tested Aurora 5000 (for massive horsepower applications). We also offer matched compounds and complete out-of-the-box kits. Aurora turbo systems deliver amazing efficiency with all that power!

TOWING AND STREET PERFORMANCE

The Aurora 3000 is a quick-response, high-pressure ratio turbo system, intended for everyday driving and heavy towing. When towing extreme loads with a stock turbocharger, the turbo often can't keep up, causing extreme exhaust temperatures. Choose the Aurora 3000 for your 12-valve, 24-valve, or Common Rail Dodge Cummins® engine. They'll provide the necessary airflow to ensure reliability, while maintaining low EGTs.

All Aurora 3000 compressor and T-3 turbine housings are designed to fit perfectly when replacing your stock turbo. ATS housings are designed and manufactured at ATS for the best performance and reliability.

STREET PERFORMANCE

One of our most popular turbochargers, the Aurora 4000Ti turbo system, is the perfect solution when looking for a turbo for your Dodge Cummins® diesel truck that provides solid power, and can still easily be driven every day. Featuring a Titanium compressor wheel, you have the quick response time and low end of a moderately sized turbo, with the top-end and pulling power of a much larger unit. You get a noticeable power increase and boost pressures up to 48 PSI. Head studs are recommended but not required with moderate tuning. Equipped with a T-3 turbine housing.

COMPETITION

For the diesel hot rod of today, there is no substitute for the Aurora 5000. With a five-inch intake shroud, and perfectly matched turbine section, this is the turbo for extreme performance. Just try to find another turbo that produces 60+ PSI and can be driven every day! You'll need head studs to handle this power. A slower spool-up time is common compared to your stock turbo. But once it starts to spool, hold on! Equipped with a T-3 or T-4 turbine housing.

COMPETITION ONLY

Want a budget minded big turbo? The Aurora 6000 may fit your needs. This turbo is slow to spool but big power and priced right. Equipped with a T-4 turbine housing.

SLED PULLING TURBOS

When it comes to sled pulling, an “off-the-shelf” turbo is not going to win any trophies. ATS Developed the Aurora 5500 2.6 turbo and the Aurora 6000 2.6 turbo to give racers the edge they need to win pulls. The Aurora 5500 is our top-of-the-line turbo that combines quick response and a massive torque curve. The Aurora 6000 2.6 turbo is for the budget concious racer who wants an excellent turbo without breaking the bank.

- Clipped 2.6” wheel meets all sled pulling organization rules
- Aurora 5500 2.6 combines the massive power producing custom compressor section with the quick responding turbine section and lightweight shaft of the Aurora 5000. This allows the engine to get on top of the turbo easier and produce more power.
- Aurora 6000 2.6 has massive parts through out the turbo making it extremely durable and powerful. It is an excellent choice for a budget minded build.
- Both chargers will be offered in three different versions. A ‘clipped’ 2.6” wheel or 3.0” wheel.

AURORA PLUS FOR 07.5+ CR 6.7 ONLY

Looking for the ultimate streetable compound turbocharged power increase, with massive power and torque? Choose the ATS Aurora Plus compound turbo system for your Dodge 6.7L Cummins® diesel truck and you get a complete solution in one package. This powerful twin-compound configuration turbo system lets you add a low-pressure turbo (Aurora 7000) that will feed the stock VGT turbocharger, to give you the ultimate in towing and performance with impeccable street manners.

- Power levels support well over 900 horsepower, with up to 2,200+ ft./lbs. torque!
- High-temperature, alloy cast turbo mating housing gives you a perfect fit every time.
- Provides more power, more efficient airflow between turbochargers and smoother transition.

  All ATS turbo systems come with everything you need for complete installation.

AURORA PLUS FOR 03-07 CR 5.9 ONLY

This unique Aurora Turbo system is an exceptional, tested and proven setup for your Dodge Cummins® diesel. With incredibly quick spool times, faster than stock, and low EGTs, the Aurora Plus is a great economic choice in compound turbo systems.

This system utilizes your stock turbo in a compound setup with either the Aurora 6000 turbo. With the Aurora plus turbo kit, proper tuning and supporting mods, the truck will have the capability to produce an average of well over 900 HP and 1700+ ft-lbs of torque. Don’t be fooled by the street performance. Our testing confirms that this system is also great for towing, with low EGTs, quick response and solid performance, the Aurora Plus is the standard of compound turbo technology.

FOR 12 VALVE

FUEL PLATE

Increasing fuel to the Dodge Cummins® P-7100 Pump is easy with the addition of a Fuel Plate. We have eight fuel plates for you to choose from. Add one today, and get power levels of 50-130 horsepower!

FOR 12 VALVE

DELIVERY VALVES

Change your delivery valves for maximum fuel delivery in your Dodge Cummins®. Installing high-flow delivery valves allows extreme amounts of fuel to be injected into the cylinder.

FOR 12 VALVE

GOVERNOR SPRINGS

Governor springs determine the maximum RPM that the engine will turn under power. Installing a set of 3000 RPM springs raises the operating range of the Dodge Cummins® from 2550 RPM to 3200 RPM. This increased RPM is awesome for towing and performance.

ATS INTERCOOLER BOOTS

Prevent intercooler hose blow-off! Stock intercooler hoses can blow off with as little as 25 PSI. Four-ply, flexible hoses make for easy installation and comfortably handle the pressure of upgraded turbo systems.

GAUGE KITS AND ACCESSORIES

ATS offers a wide variety of instrumentation, so you can monitor your Dodge Cummins® diesel truck vitals, including a backlit gauge face for easy visibility at night. Pyrometer, boost and transmission temperature gauges are available with either a white or black face.

CLUTCHES

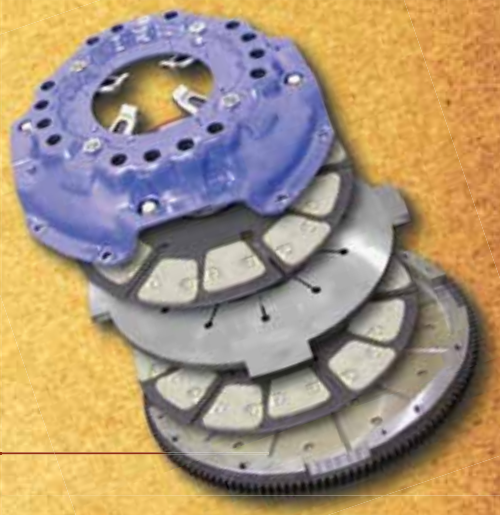
ATS carries a full line of performance clutches for your Dodge Cummins® diesel truck, ranging from stock power for standard towing needs, to extreme power for sled pulling and racing applications.

INTERMEDIATE LEVEL CLUTCHES FEATURE:

- Organic-Feramic (OFE) Disk offer smooth engagement while being capable of handling some serious torque. This clutch is best suited for towing purposes. 450 HP / 1000 ft-lbs.
- Full Feramic (FE) Disks are for those looking for the ultimate in holding capacity with a single disk clutch. A great clutch for the hot-rod crowd, but not recommended for towing delicate loads. 550 HP / 1100 ft-lbs.
- The NV4500 5 speed users are upgraded to a full 13 inch clutch, pressure plate and flywheel. The clutch is built with the heavy duty 13" center section while still splining to the 1-1/4" input shaft for increased reliability.

EXTREME LEVEL CLUTCHES FEATURE:

Extreme level clutches are available with anything from mild street to heavy application use, constructed using a wide variety of clutch materials and pressure plates. The new 13-inch dual disk machined billet flywheel features a bronze/feramic inlay for greater holding capacity, and center plates are cryogenically treated.



FOR THE NV4500

BILLET INPUT SHAFT

Choose the billet oversized input shaft for your NV4500 manual transmission and experience unsurpassed reliability. With our billet input shaft, you don't have to worry about vital shaft breakage associated with high horsepower and heavy duty applications. But no matter what your application, we always recommend the billet input shaft for increased confidence.

CAM SHAFTS

The ATS Performance Grind Cam Shaft is ideal for performance applications. It reduces exhaust gas temperatures, enables faster turbo spool-up and improves overall driveability.

COMPLETE PERFORMANCE HEAD

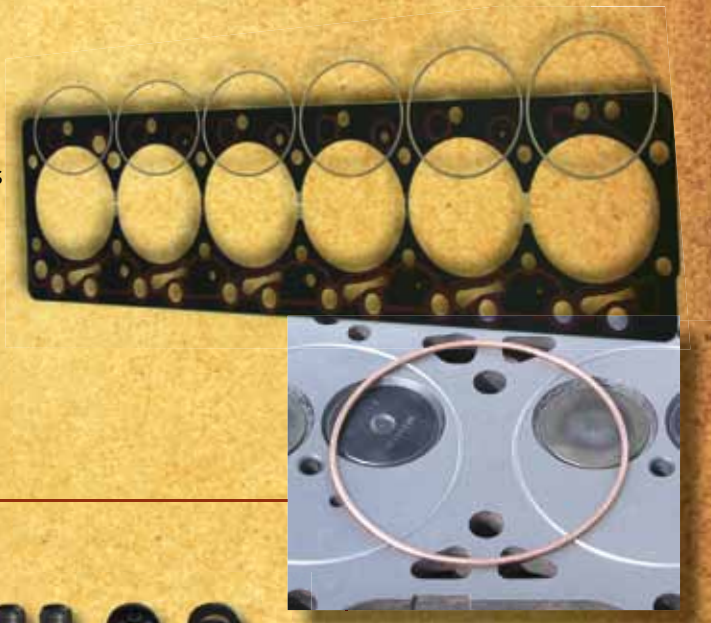
The ATS Performance Head consists of performance valve springs and oversized, hardened valves for maximum Dodge Cummins® diesel engine performance. We include our Fire Ring Head Gasket Kit, designed to insert the rings into machined grooves in the engine head.

- You are protected against boost levels up to 100 PSI – Your engine head will not "lift" and cause head gasket damage under high boost and horsepower levels.
- We offer two types of oversized valve options, if your bore size changes due to the use of oversized pistons.

NOTE: Your cylinder head must be machined. Head cores **are not** exchanged on this application.

FIRE RING HEAD GASKET KIT

Rely on the ATS Fire Ring Head Gasket Kit for great performance, and protection against boost levels up to 100 PSI. The kit consists of high-torque head studs and an innovative O-ring system fastened into the head. This ensures your Dodge Cummins® engine head will not "lift" and cause head gasket damage under high boost and horsepower levels.



- The Fire Ring Head Gasket Kit must be used in conjunction with Head Studs.
- Your heads must still be machined, but all machining, O-rings and gaskets are included.

12MM HEAD STUDS

ATS head studs are a must for any Dodge Cummins® diesel engine producing turbo boost pressures above 50 PSI. For moderate performance and towing applications, use ATS 12mm head studs. These head studs require no machining, drilling or tapping. They are the perfect drop-in fit for your truck.

ELECTRONIC PERFORMANCE

There are many important considerations when choosing electronic upgrades. Towing modules are in the 50-70 horsepower range. Power levels above this require protective precautions, such as an exhaust gas temperature gauge and automatic power back down capability. Your module will perform best when coupled with an exhaust system and turbo upgrade.

EFI LIVE CUSTOM TUNING FOR 06-07 5.9L

When it comes to tuning your trucks Engine Control Module, nothing offered beats custom EFI Live tuning. ATS has spent years perfecting the tuning achievable with EFI Live to meet any goal you have. Whether you are towing, racing, daily driving, sled pulling, or looking for better mileage, ATS can provide the perfect tune for your specific setup. No box tuner can match the capabilities of a custom tuned truck, simply because there is no way to write a program for every combination of weight, tire size, turbo, injector, and fuel system. But when ATS tunes your truck, it is specific to every single part, use and request.

EDGE JUICE WITH ATTITUDE (5.9L, 98.5-02)

Add the Edge Juice to control your Dodge Cummins® injector firing, timing and duration. You'll experience maximum performance, improved driveability and better fuel economy. The Edge Juice with Attitude combination provides you with on-the-fly adjustability and monitoring capabilities, putting knowledge at your fingertips. This plug-in module is easy to install and comes with factory-style connections.

TWIN CP3 FUEL SYSTEM FOR 5.9 & 6.7 CR

Never run on low fuel pressure again! Add the Twin CP3 Injection Pump Kit to your Dodge Cummins® truck and get the fuel delivery you need for big, efficient power.

Today's performance electronics can give you great power through increased amounts of fuel being delivered into the engine at an optimized time. However, many aftermarket power-makers have the ability to command more fuel to be delivered, at a higher pressure than the single CP3 fuel pump can physically provide. When that happens, you're not getting the full power that those other modifications could provide. This "performance" issue is made even more critical through the use of high flow fuel injectors. Using a twin fuel system is the best solution. This kit also clears the factory EGR.

This kit raises fuel pressure levels and provides a constant supply to the fuel rail for maximum horsepower. We include the CP3 Fuel System pump, brackets, connectors, hoses, pulley belt, Molded silicone hose, hardware and everything else you need for easy installation. Large steel high pressure lines and true twin feed ensuring fuel volume to the rail. This twin kit is far supperior to other on the market for these reasons.

FUEL INJECTOR NOZZLES

Contrary to popular belief, all injectors are not created equal. ATS Cyclone Injectors for Dodge Cummins® offer a huge performance boost to any Dodge® diesel truck owner wanting to add more power.

- ► Differently rated models are available depending on how much you want to increase your power.
- ► Maximum fuel flow and atomization.
- ► EDM process with Extrude Hone Balance.
- ► More power to the ground.

FUEL ASSIST PUMP

Fuel delivery is the key to big power. Reliability of precision high-pressure fuel injection pumps is largely credited to clean, non-aerated fuel. Getting clean, pure, high-volume diesel fuel to the main injector pump is the key to the high-powered, reliable, long lasting performance of any diesel engine. We recommend using a fuel assist pump to help maintain sufficient fuel volume for your Dodge Cummins®.

ATOMIZER RAIL PRESSURE CONTROLLER

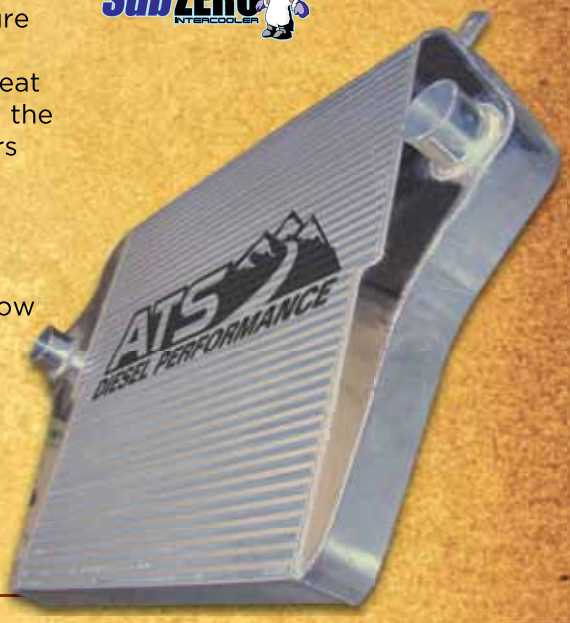
Rail pressure is perhaps one of the most key aspects to any diesel application. With higher pressure, comes drastically better fuel atomization, which in turn gives you a much cleaner and more efficient combustion event. What this translates into is more power, lower EGT's and better fuel economy. With in-cab adjustability, it is the ultimate in easy bolt on power. You can expect an increase of 30 - 98 hp depending on supporting modifications, and works great when staked with other modules.

ffere pressure module? We ramp rail pressure based on boost pressure unlike other odule. This provides more torque, higher horsepower, and smooth opperation with less smoke which maximizes power and maintains EGTs. This is a must have item for your common rail diesel.

ATS SUBZERO INTERCOOLER

The ATS SubZero Intercooler lowers the compressed air temperature from the turbo in your Dodge Cummins® diesel truck. This is an important upgrade if you use your vehicle for towing, but is also great if you just want to increase reliability, power and economy. Cooling the inlet air increases air density, maximizes engine performance, lowers firing pressures and minimizes stress on the engine.

- Air intake temperatures can drop over 200°F.
- Exhaust temperatures can drop up to 150°F.
- Exclusive ATS stepped-tank design provides maximum airflow to the bottom of the intercooler, superior to other, more restrictive designs.
- Provides higher efficiency cooling as compared to other intercoolers.
- Heavy-duty construction means reliability at higher boost levels.
- Provides clean bolt-on power with all hardware supplied.
- Upgraded intercooler boots included in kit.



MANUAL TRANSMISSIONS

We make upgrading your stock Dodge Cummins® manual transmission a breeze. We even have redesigned high gear sets for towing in overdrive.

- Available for 5- or 6-speed transmissions.
- Transmissions are rebuilt with new heavy duty bearings, hardened shafts, and gears.
- Critical transmission areas are strengthened and redesigned to increase reliability and durability.

AIR INTAKE SYSTEMS

When upgrading your Dodge Cummins® diesel truck, there are certain base components that you won't want to be without. Just as an exhaust kit helps to evacuate hot air from your engine, an AFE air intake kit allows additional fresh air in. Air entering the vehicle's grill goes through our cone-style filter, drastically improving airflow.

FEATURES OF THE AFE INTAKE:

- Seals to hood for cold air induction.
- Increases pulling and towing ability.
- Washable, reusable filter.
- Velocity Stack cone filter design for increased flow.
- Heavy gauge metal housing for filter.
- Uses O/E filter minder.
- Snaps into existing air box mounting location.

DODGE, HEMI, AND JEEP TRANSMISSIONS - 45RFE/545RFE

The 45RFE/545RFE is found most late model Dodge and Jeep trucks and SUV's such as the Dodge HEMI 1500. These trucks have the capability to reach big power levels when forced induction from a turbo or supercharger is installed. While the motor is more than capable of handling this added power, the factory transmission will fail. With the ATS Built 45RFE/545RFE, all power will be transferred to the ground much more efficiently. Most importantly, you wont compromise the reliability of your truck, and can enjoy al the power!

ATS TRIPLELOK™ TORQUE CONVERTER

The revolutionary ATS TripleLok Torque Converter uses fluid coupling to transfer more engine power to the transmission through the torque converter. Simply put, the TripleLok Toque Converter's efficient design equates to higher fuel economy, better performance and unsurpassed reliability for your Dodge or Jeep HEMI®.

- Best Warranty - All TripleLok torque converters are backed by the only 5-year, 500,000 mile warranty in the industry.
- Optimal stall speed – At low speeds the TripleLok Torque Converter has less effect on power transfer allowing for optimal stall speed.
- Maximum torque multiplication – Our unique three disc design provides a 100% mechanical bond during lock-up, ensuring no plate slippage even at power levels of 1500 + foot pounds of torque.
- High Efficiency – This technology results in increased efficiency with less mechanical energy turned into heat; that means that more power is transferred to the wheels.

ATS 545RFE/45RFE CO-PILOT

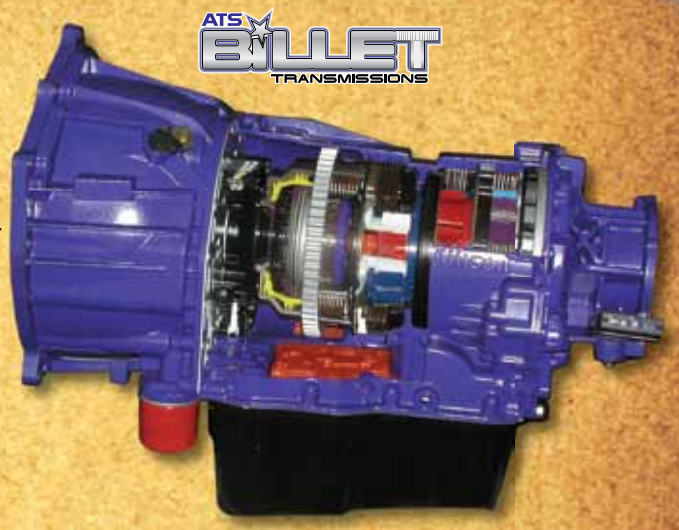
With advanced transmissions, come even more advanced aftermarket products to support them. The 545RFE/45RFE came from the factory designed to hold factory power. But for most, that's not good enough. The need to pull heavier loads or go faster is there, and factory transmissions wont hold up. With the Co-Pilot, you have the ability to control the shift points, converter lock-up, and line pressure. Couple this with an ATS built transmission, you can crank up the power!

GMC

GM ALLISON® TRANSMISSIONS

All ATS transmissions are designed to handle extreme power and heavy loads, and then dyno tested to ensure reliable functionality and high performance. ATS has a long history of working directly with you—racers, pullers and long-haulers—to develop transmissions and components that work equally well for daily use and extreme applications. Our engineers also analyzed original equipment manufacturer (OEM) transmission problems caused by high mileage and component failure, looking for ways to ensure longevity.

This approach helped us develop the strongest, most reliable transmissions available for your GM Duramax® diesel truck. ATS transmissions eliminate the factory weaknesses and design flaws, replacing them with engineering that works. We're so confident of our engineering that, all ATS transmissions are backed by the only 5-year, 500,000 mile warranty in the industry.



ATS FIVE STAR™ TORQUE CONVERTER

The revolutionary ATS Five Star Torque Converter uses an innovative fluid assist technology. Fluid-coupling transfers more engine power to the transmission, through the torque converter. Simply put, the Five Star Torque Converter's efficient design equates to higher fuel economy, better performance and unsurpassed reliability for your GM Duramax®.

- All Five Star Torque Converters are backed by the only 5-year, 500,000 mile warranty in the industry.
- Optimal stall speed – At low speeds the Five Star Torque Converter has less effect on power transfer allowing for optimal stall speed.
- Maximum torque multiplication – Our PATENTED five disc design provides a 100% mechanical bond during lock-up, ensuring no plate slippage even at power levels of 2000 + foot pounds of torque.
- Extremely high efficiency – This technology results in increased efficiency with less mechanical energy turned into heat; that means that more power is transferred to the wheels.

TRANSMISSION KITS

If you are a transmission builder or a competant DIY mechanic, then this is the kit for you! With the ATS transmission kits you get the same exact parts and unmatched performance as in the pre-built units. Instead of recieving the whole tranmission, you will be provided with all new ATS clutch packs, shift kit, pump upgrades, converter, deep pan, and any other options you choose. This kit is ready to install into your transmission and hit the road. All parts are still backed by the industry best 5 year/500,000 mile parts warranty and great customer service. Just be warned, building a transmission is complicated and it is necesary to take great care while assembling, so please research before you buy!

Comes with:

- New ATS manufactured C1 - C4 clutch packs
- ATS pump kit and valvebody calibration kit
- ATS Five Star torque converter
- Gaskets and filters

ATS ALUMINUM PAN

ATS Deep Pans, featuring a one inch magnetic drain plug, are an easy upgrade that can make a greater difference to your transmission than any other external part. Easily added during routine service, our aluminum transmission pan helps extend oil life and scheduled services, lower transmission heat and make servicing easier.

BILLET SHAFTS

Upgrade to ATS Billet Shafts for your new ATS Transmission and experience unsurpassed reliability. With our billet input, intermediate and output shafts, you don't have to worry about vital shaft breakage associated with high power and heavy duty applications. Be sure to choose the billet output shaft for heavy towing applications.

PERFORMANCE CONNECTING RODS

ATS billet connecting rods are a must for high horsepower performance. These rods have been in-engine tested to stay straight at over 1,500 horsepower and over 2,400 ft-lbs torque! Made of 4340 billet steel, these rods can take all the horsepower you can throw at them!

PERFORMANCE ENGINE HEADS

The ATS Performance Head consists of performance valve springs, oversized, hardened valves for maximum engine performance, ported intake and exhaust paths. We include our Fire Ring Head Gasket Kit, designed to insert the rings into the machined grooves in the engine head.

- Your GM Duramax® engine head will not "lift" and cause head gasket damage under high boost and horsepower levels.
- We offer two types of oversized valve options if your bore size changes when using oversized pistons.
- Head must be machined.
- Head cores are not exchanged.

HEAD STUDS

ATS head studs require no machining, drilling or tapping. They are the perfect drop-in fit for your GM Duramax® diesel. Head Studs are a necessity for any Duramax® engine producing turbo boost pressures above 50 PSI. We highly recommend ATS 12mm head studs for both performance and towing applications.

MAIN STUDS

ATS Main Studs are made to handle the abuse when building your motor using huge turbos and nitrous, and competion are seen with the truck. Holding the main caps in place is extrememly important to help prevent premature bearing failure or boken cranks.

ATS CO-PILOT

The ATS Co-Pilot Transmission System gives you control of your GM Allison® transmission, improves performance and solves key stock transmission problems. With Co-Pilot, you get approximately 230 PSI oil pressure delivered to your transmission clutch packs, ensuring full line pressure (clamping force needed to apply the clutches) during high power situations.

This solves a classic stock problem; when you increase GM Duramax® power, the stock transmission begins to slip in fifth gear. The factory single-disc torque converter lock-up clutch begins to slip. This slippage causes the transmission to go into "fail safe" mode, which prevents you from getting your Duramax power to the ground. That results in the stock transmission only receiving approximately 86 PSI oil pressure to the clutch packs when in fifth gear.

- Co-Pilot increases the torque capacity of the stock transmission by over 200 ft-lbs torque. This kit makes it possible to transfer 100% of the power developed by a modified engine to the rear wheels, without causing the transmission to slip and enter the "fail safe" condition.
- We put great care into the development of this kit, to ensure long transmission life along with great performance. If you need holding force beyond what this kit supplies, you should be sure to add an ATS Billet Transmission.
- Install the ATS Billet Transmission, in addition to the Co-Pilot, and you get clutch pack pressures of approximately 290 PSI during high-power conditions. This is a 170% hydraulic increase in torque capacity.
- This increased pressure is only in effect during high engine-torque output, unlike other mechanical kits that do not use electronic controls, so helps prevent excessive pressure on vital transmission parts such as delivery rings, drums and shafts during normal operation.

DIFFERENTIAL COVERS

ATS engineering enables our ATS Protector Differential Covers to provide optimum fluid capacity, keeping gears lubricated and cool. Fluid service is easy, since our dual magnetic plug design means you don't have to remove the differential cover. Install one on your GM Duramax® diesel truck today!

BILLET FLEX PLATES

ATS Billet Flexplates are an excellent alternative to stock and other manufacturers' flexplates, solving the breakage issues so commonly found. They meet the SFI 29.1 standard, which is a testament to their strength, durability and reliability.

- Machined out of a solid piece of billet steel, we utilize a factory ring-gear to ensure trouble-free starts.
- Exclusive 12-bolt design allows for use with stock or aftermarket torque converter.
- Compatible with both stock and aftermarket torque converters.
- Perfect GM Allison® upgrade for towing, street performance, pulling and racing applications.

AURORA TURBO SYSTEMS FOR GM DURAMAX®

When you're looking for extreme performance with unsurpassed reliability for your GM Duramax® 6.6L diesel, an ATS Aurora turbo system is the only choice. The Aurora turbo systems are designed with performance in mind, while still delivering amazing efficiency. Each is designed with a specific frame size to support heavy towing, daily drivers or extreme performance race applications. Choose the one you need.

TOWING & STREET PERFORMANCE

The Aurora 3000 turbocharger is a quick-response, high-pressure ratio turbo, intended for everyday driving and heavy towing. Stock turbo systems can't keep up when towing extreme loads, creating extreme exhaust temperatures. The Aurora 3000 provides the proper air flow to your GM Duramax® engine to ensure reliability with quick power delivery, while maintaining low EGTs. All Aurora compressor and turbine housings are designed to fit perfectly when replacing your stock turbo. ATS housings are designed and manufactured in-house for the best in performance and reliability.

TOWING, STREET PERFORMANCE & COMPETITION

One of our most popular turbochargers, the Aurora 4000 turbo is the perfect solution when looking for a turbo that delivers solid power to your GM Duramax® and can still be driven every day. You get moderate spool-up time, solid mid-range power, and boost pressures up to 48 PSI You don't need head studs with this turbo.

COMPETITION & STREET PERFORMANCE

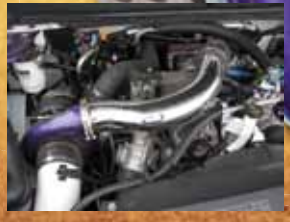
For the diesel hot rod of today, there is no substitute for the Aurora 5000. With a five-inch intake shroud and perfectly matched turbine section, this is the turbo for extreme performance. Just try to find another turbo that produces 60+ PSI and can be driven every day! You'll need head studs to handle this power. A slower spool-up time is common compared to your stock turbo, but once it starts to spool, hold on!

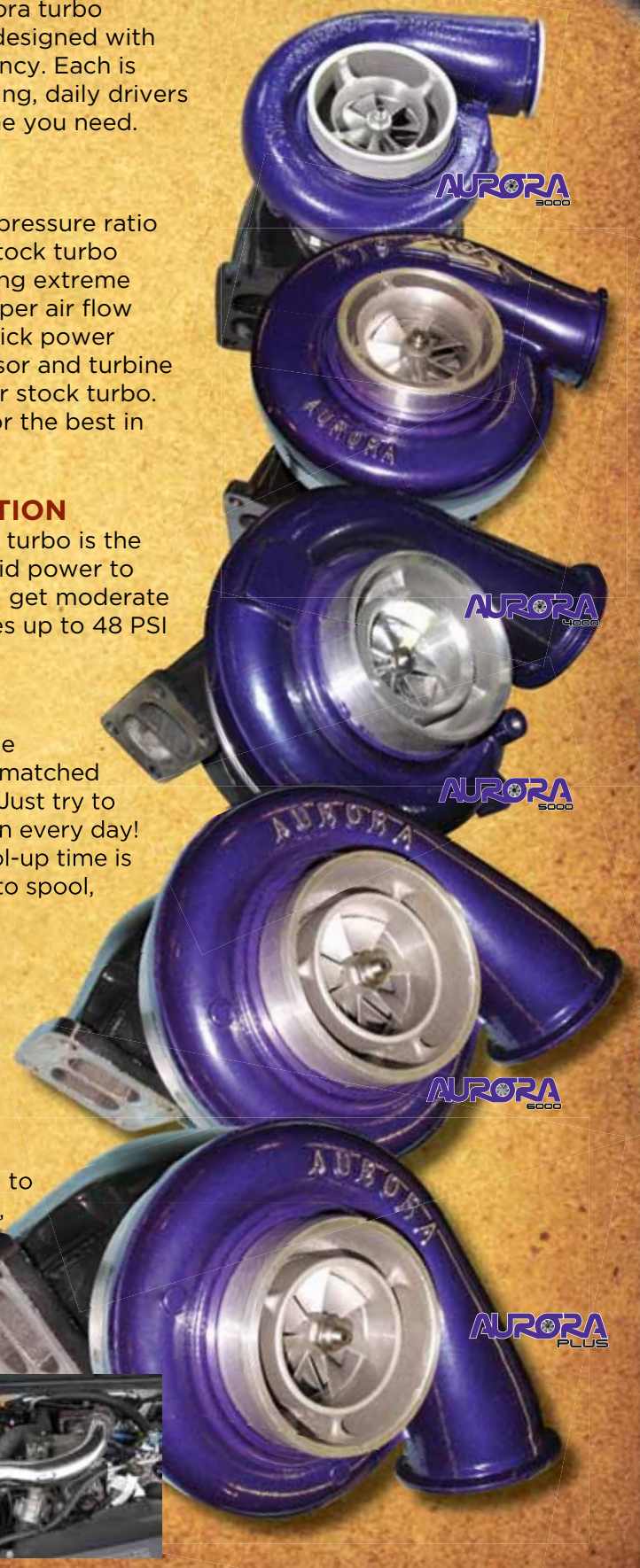
COMPETITION ONLY

Want a budget minded big turbo? The Aurora 6000 may fit your needs. This turbo is slow to respond but big on power and priced right. Equipped with a T-4 turbine housing.

EVERYTHING YOU COULD EVER WANT

One of the benefits of diesel engines, is they can be made to do everything you could ever need. That includes towing, daily driving, sled pulling, and drag racing. This all can be had in the same truck, and running compound turbos is the best way to make that possible. Couple your stock turbocharger with the Aurora 7000, and you suddenly have the swiss army kn[illegible] trucks.

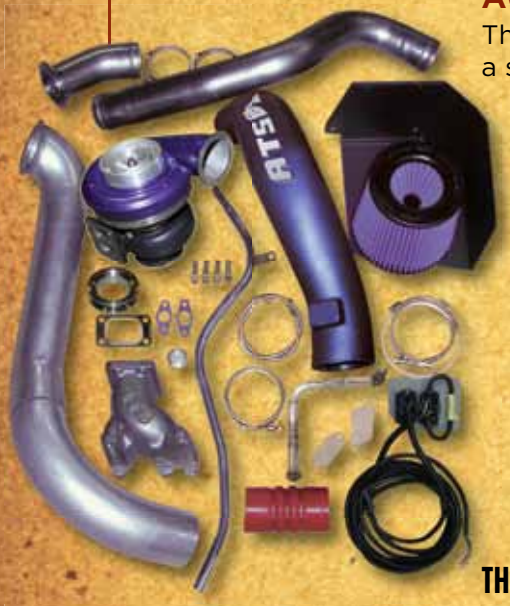




SLED PULLING TURBOS

When it comes to sled pulling, an “off-the-shelf” turbo is not going to win any trophies. ATS Developed the Aurora 5500 2.6 turbo and the Aurora 6000 2.6 turbo to give racers the edge they need to win pulls. The Aurora 5500 is our top-of-the-line turbo that combines quick response and a massive torque curve. The Aurora 6000 2.6 turbo is for the budget concious racer who wants an excellent turbo without breaking the bank.

- Clipped 2.6” wheel meets all sled pulling organization rules
- Aurora 5500 2.6 combines the massive power producing custom compressor section with the quick responding turbine section and lightweight shaft of the Aurora 5000. This allows the engine to get on top of the turbo easier and produce more power.
- Aurora 6000 2.6 has massive parts through out the turbo making it extremely durable and powerful. It is an excellent choice for a budget minded build.
- Both chargers will be offered in three different versions. A ‘clipped’ 2.6” wheel or 3.0” wheel.



AURORA 5000 TURBO KIT SHOWN.

AURORA FOR DURAMAX®

This is a true “bolt on” kit that can be ordered with any Aurora turbo for a solid increase in horsepower, lower EGTs and increased fuel economy.

- The kit fits GM Duramax® 01-04 (LB7), 04.5-05 (LLY), 06-07 Early (LBZ), 07.5 (LMM).
- The custom designed pedestal center lines the turbo in the factory position which creates perfect exhaust system alignment, so there is no welding or cutting needed.
- The larger custom intake system and intake pipe have been designed to fit snugly into the engine compartment, using factory mounting points and provide maximum air intake.
- The electronic EGR vein position circuitry interprets communication between the factory computer and the turbo for optimal performance.
- Hardware. FITS 01-04 LB7, 04.5-05 LLY, 06-07 LBZ, & 07.5+ LMM.

THIS KIT INCLUDES:

Your choice of Aurora turbocharger. High-flow exhaust manifold pedestal. Four-inch intake and down pipes. Custom air intake system. Electronic EGR vein position circuitry. New dipstick tube. Kit assembly hardware. All gaskets, mounting hardware and hoses to ensure a smooth installation.

FUEL ASSIST PUMP

Fuel delivery is the key to big power. Reliability of precision high-pressure fuel injection pumps is largely credited to clean, non-aerated fuel. Getting clean, pure, high-volume diesel fuel to the main injector pump is the key to the high-powered, reliable, long lasting performance of any diesel engine. We recommend using a fuel assist pump to help maintain sufficient fuel volume for your GM Duramax®.

THE PUMP SHOWN IS ALSO AVAILABLE WITHOUT THE FILTERS AND AIR SEPARATION.

PERFORMANCE INJECTOR NOZZLES

Contrary to popular belief, all injectors are not created equal. ATS Cyclone Injectors for GM Duramax® offer a huge performance boost to any GM Duramax® diesel truck owner wanting to add more power. ATS nozzles are custom designed for your specific use, so be sure to provide us information on your fuel system and any electronic upgrades you've made.

- Differently rated models are available depending on how much you want to increase your power.
- Maximum fuel flow and atomization.
- Efficient burning.
- More power to the ground.
- ATS injectors are manufactured, not rebuilt!

ATS INJECTORS ARE MANUFACTURED NOT REBUILT!

ELECTRONIC PERFORMANCE

There are many important considerations when choosing electronic upgrades for your GM Duramax®. Towing modules are in the 50-70 horsepower range, and power levels above this require protective precautions such as an exhaust gas temperature gauge. Combine your module with an exhaust system, turbo upgrade, and fuel system upgrade for optimal performance.

ATOMIZER RAIL PRESSURE CONTROLLER

Rail pressure is perhaps one of the most key aspects to any diesel application. With higher pressure, comes drastically better fuel atomization, which in turn gives you a much cleaner and more efficient combustion event. What this translates into is more power, lower EGT's and better fuel economy. With in-cab adjustability, it is the ultimate in easy bolt on power.

What is different about this pressure module? We ramp rail pressure based on boost pressure unlike other odule. This provides more torque, higher horsepower, and smooth opperation with less smoke which maximizes power and maintains EGTs. This is a must have item for your common rail diesel.

TWIN CP3 FUEL SYSTEM

Never run on low fuel pressure again! Add the Twin CP3 Injection Pump Kit to your GM Duramax® truck and get the fuel delivery you need for big, efficient power.

Today's performance electronics can give you great power through increased amounts of fuel being delivered into the engine at an optimized time. However, many aftermarket power-makers have the ability to command more fuel to be delivered at a higher pressure than the single CP3 fuel pump can physically provide. When that happens, you're not getting the full power that those other modifications could provide. This "performance" issue is made even more critical through the use of high flow fuel injectors. Using a twin fuel system is the best solution. Large steel high pressure lines and true twin feed ensuring fuel volume to the rail. This twin kit is far supperior to other on the market for these reasons.

- This kit raises fuel pressure levels and provides a constant supply to the fuel rail for maximum horsepower.
- We include the CP3 Fuel pump, brackets, connectors, hoses, pulley belt, molded silicone coolant hose hardware and everything else you need for easy installation.
- A must for any power level over stock!

ATS E-POWER

The ATS E-Power Electronic Tuner is the most comprehensive option for your GM Duramax® diesel truck. This programmer includes three tuning files capable of adding 30-170 horsepower. Combined with our Aurora 5000 turbo, and the Twin CP3 Fuel System, it can add up to 800 horsepower and 1400 pounds of torque at the rear wheels.

- Eliminates issues associated with "plus-in" power modules because the tuner uses the factory, solid state readable PCM.
- Monitor and log all critical parameters.
- Read and clear data trouble codes output using the OEM computer.
- Versatile and easy to use.
  Includes custom designed ATS programs.
- For extreme power tuning, you'll need the Twin CP3 pump.

PULSE FLOW EXHAUST MANIFOLDS

ATS PulseFlow Exhaust Manifolds for your GM Duramax® diesel truck feature a multi-piece pulse flow design.

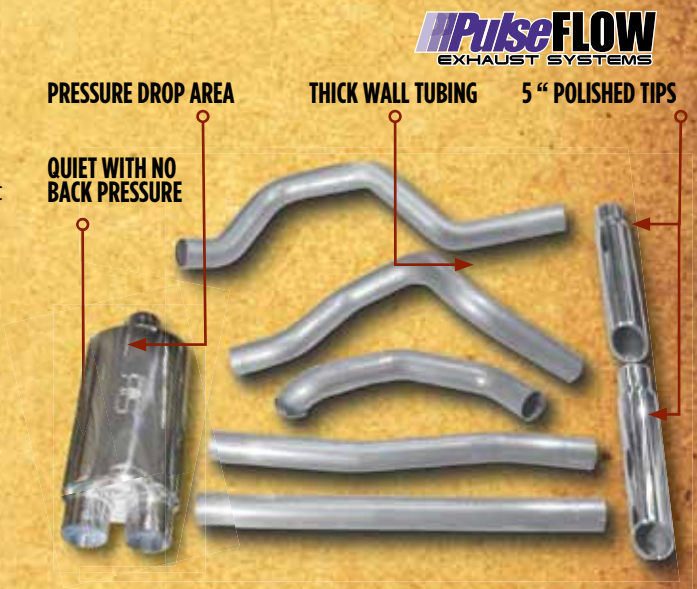
- Leak-free design
- High-temperature coated.
- Manifolds come assembled, tapped for EGT sensor.
- Turbocharger spools up sooner for less exhaust back pressure and increased fuel efficiency.
- Eliminates shrinking, breaking, cracking and gasket problems.
- A must have for every GM Duramax® engine

The stock manifolds are a huge restriction which do not allow the engine to breathe. We fix the choke point in the manifolds and the restriction in the up-pipes.

EXHAUST SYSTEMS

An exhaust system is one of the first upgrades we recommend for improved performance and lower exhaust gas temperatures. An ATS Pulse-Flow Exhaust System makes any GM Duramax® look and sound absolutely awesome, with only a 1 dB increase from stock.

The muffler restrictions in factory systems remove noise, but create back pressure and raise exhaust temperatures. ATS PulseFlow Exhaust Systems features a “straight through” design.



EXHAUST BRAKE

The Pressure Regulated Exhaust Brake (PRXB) is a revolutionary advancement in braking technology. The superior design significantly improves braking power with one-third more retarding horsepower than a traditional fixed-orifice exhaust brake, and allows for constant back pressure as engine speeds change. That means you can maintain optimum retarding performance through the entire RPM range.

- Maximum power gives you safety and control.
- Silent retarding provides peace of mind in the busiest urban areas, where engine brakes are prohibited.
- Installing the PRXB on your GM Duramax® diesel truck will enhance exhaust brake performance at midrange, decreasing the number of brake relines by as many as five times over the life of the vehicle.
- You could save up to $7,500 in maintenance costs, optimizing your return on investment.

AIR INTAKE SYSTEMS

When upgrading your truck there are certain base components that you won't want to be without. Just as an exhaust kit helps to evacuate hot air from you motor, an air intake kit allows more fresh intake to be brought in. With the ability to use air entering from the grill of the vehicle, as well as a cone-style filter, this intake drastically improves airflow. Features of the air Intake:

- Velocity stack cone filter design for increased flow.
- Seals to hood for cold air induction.
- Increases pulling and towing ability.
- Heavy gauge metal housing for filter.
- Uses O/E filter minder.
- Washable, reusable filter.
- Snaps into existing air box Mounting location.

GAUGE KITS AND ACCESSORIES

ATS offers a wide variety of instrumentation, so you can monitor your GM Duramax® diesel truck vitals, including a backlit gauge face for easy visibility at night. Pyrometer, boost and transmission temperature gauges are available with either a white or black face.

ATS DIESEL PERFORMANCE

Ford

34

FORD® TRANSMISSIONS

All ATS Ford Powerstroke® transmissions are designed to handle extreme power and heavy loads, and then dyno tested to ensure reliable functionality and high performance. ATS has a long history of working directly with you—racers, pullers and long-haulers—to develop transmissions and components that work equally well for daily use and extreme applications. Our engineers also analyzed original equipment manufacturer (OEM) transmission problems caused by high mileage and component failure, looking for ways to ensure longevity.

This approach helped us develop the strongest, most reliable transmissions available for your Ford® diesel truck. ATS transmissions eliminate the factory weaknesses and design flaws, replacing them with engineering that works. We're so confident that all ATS transmissions are backed by the only 5-year, 500,000 mile warranty in the industry.

DEEP PANS

FOR E4OD
4R-100 & 5R-110

ATS ALUMINUM PAN

ATS Deep Pans, featuring a one-inch magnetic drain plug, is an easy upgrade that can make more of a difference to your transmission than any other external part. Easily added during a routine service, our aluminum transmission pan helps extend oil life and scheduled services, lowers transmission heat and makes servicing easier.

ATS BILLET SHAFTS

BILLET SHAFTS

Upgrade to ATS Billet Shafts for your new ATS transmission and experience unsurpassed reliability. With our billet input, intermediate and output shafts, you don't have to worry about vital shaft breakage associated with both high-power and heavy duty towing applications. But no matter what your application, we always recommend billet input shafts for increased confidence.

ATS FIVE STAR™ TORQUE CONVERTER

The revolutionary ATS Five Star Torque Converter uses innovative fluid assist technology to provide exceptional power and reliability. This fluid coupling transfers more engine power to the transmission through the torque converter. Simply put, the Five Star Torque Converter's efficient design equates to higher fuel economy, better performance and unsurpassed reliability for your Ford Powerstroke® diesel truck.

- All Five Star Torque Converters are backed by the only 5-year, 500,000 mile warranty in the industry.
- Optimal stall speed – at low speeds, the Five Star Torque Converter has less effect on power transfer allowing for optimal stall speed.
- Maximum torque multiplication – our unique five disc design provides a 100% mechanical bond during lock-up, ensuring no plate slippage even at power levels of 2000 + foot pounds of torque.
- Extremely high efficiency – this revolutionary technology results in increased efficiency with less mechanical energy turned into heat. That means more power is transferred to the wheels.

BILLET FLEX PLATES

ATS Billet Flexplates are an excellent alternative to stock and other manufacturers' flexplates, solving common breakage issues. They meet the SFI 29.1 standard, a testament to their strength, durability and reliability.

- Machined out of a solid piece of billet steel, we utilize a factory ring-gear to ensure trouble-free starts
.
- Exclusive 12-bolt design allows for use with stock or aftermarket torque converter.
- Compatible with both stock and aftermarket torque converters.
- Perfect FORD® Powerstroke® upgrade for towing, street performance, sled pulling and racing applications.

7.3L FLEX PLATE SHOWN (6.0L AND 6.4L ARE ALSO AVAILABLE)

TRANSMISSION ACCUMULATOR KIT

The ATS accumulator body is specifically designed for all diesel engine applications, whether you're towing, racing or using your truck for everyday driving. Transmission shift quality, flow rate and line pressure are optimized with increased transmission load capacity, lubrication and life.

FOR E4OD & 4R-100

4R-100 COOLER BY-PASS KIT

TRANSMISSION KITS

If you are a transmission builder or a competant DIY mechanic, then this is the kit for you! With the ATS transmission kits you get the same exact parts and unmatched performance as in the pre-built units. Instead of recieving the whole tranmission, you will be provided with all new ATS clutch packs, shift kit, pump upgrades, converter, deep pan, and any other options you choose. This kit is ready to install into your transmission and hit the road. All parts are still backed by the industry best 5 year/500,000 mile parts warranty and great customer service. Just be warned, building a transmission is complicated and it is necesary to take great care while assembling, so please research before you buy!

Finally! With the release of the ATS Select Shift standalone transmission controller, you can now manage your Ford® 5R-110 or 4R-100 transmission. This is the most powerful, easy-to-use, plug-and-play transmission control system available today.

This system is intended to convert a stock transmission to an aftermarket 5R-110 or 4R-100 transmission.

Shift timing, lock-up, and line pressure are fully programmable (using laptop computer). Tailoring the system is easy with your optimal strategy. Within a few hours you can specify the exact mapping for your vehicle. Add one to six adjustable analog potentiometers to adjust shift or lock-up timing, shift quality, or line pressure on the fly.

THIS SYSTEM DOES NOT SUPPORT EXTERNAL CONTROLS SUCH AS CRUISE CONTROL AND DOES NOT COMMUNICATE WITH FACTORY PCM.

ATS COMMANDER®

Factory computers are programmed to disengage lock-up under many conditions, often inhibiting transmission performance. The ATS Commander Electronic Transmission Controller provides control over converter lock-up in your Ford Powerstroke® diesel truck with the E4OD or 4R-100 (94-03). Use with the Five Star Torque Converter and say goodbye to converter unlock issues!

The Commander provides better acceleration and cooler running temperatures and the push-button control lets you select the speed at which the converter clutch will engage and disengage. Minimum speed for lock-up is approximately 18 mph, so the converter won't kill the engine when coming to a stop. With the power off, the Commander reverts to factory control. The Commander also gives you braking or hold back, even without an exhaust brake. (If an exhaust brake is in place, the Commander can automatically control the brake and converter clutch.)

Commander™
Electronic Transmission Controller

ATS MANUAL TRANSMISSIONS

ATS manual transmissions for your Ford Powerstroke® diesel truck deliver easy shifting and the extreme in reliability, using leading-edge technology in synchronizer blocking rings, with high-load bearings designed for superior strength and durability.

- Shafts are stress relieved and precision checked for straightness and run out.
- Gears are heat-treated and made from high quality material.
- Units are custom assembled and set to the minimum allowable specifications for end play and gear clearance.

INTERMEDIATE LEVEL CLUTCHES

Our 7.3 clutch kits replace the unreliable stock Ford Powerstroke® dual mass flywheel with a solid performance flywheel.

The large spring center clutch disk offers smooth engagement and drive line protection.

- Our Organic-Feramic (OFE) disks offer smooth engagement, while being capable of handling some serious torque. This clutch is best suited for towing purposes. Good for power up to 400 horsepower / 1,000 ft./lbs. torque.
- Our full Feramic (FE) disks are for those looking for the ultimate in holding capacity with a single disk clutch. A great clutch for the hot-rod crowd, but not recommended for towing delicate loads. Good for power up to 550 horsepower and 1,100 ft./lbs. torque.

EXTREME LEVEL CLUTCHES

Extreme level clutches are available for anything from mild street to heavy application use. They are constructed using a wide variety of clutch materials and pressure plates. The new 13-inch dual disk machined billet flywheel features a bronze/feramic inlay for greater holding capacity, and center plates are cryogenically treated.

AURORA 6.0L TURBO KIT

The ATS turbo kit for the Ford Powerstroke® 6.0L (Early 03-07) is available with the Aurora 3000 for heavy towing and street performance. You get great response, more horsepower, increased airflow and higher boost, all with lower EGTs than your stock turbo.

- Features a custom designed pedestal, cast in our foundry to ensure the perfect fit and function.
- Comes with everything needed for fast and easy installation.
- Available with the Aurora 3000 Turbo - Kit shown with the 3000 turbo.

AURORA 7.3L TURBO KIT

The ATS turbo kit for the Ford Powerstroke® 7.3L (Early 99.5-03) is available with the Aurora 3000, for great response, more horsepower, increased airflow and higher boost, all with lower EGTs than your stock turbo. This turbo kit will help reduce or eliminate turbo surge that is common on these motors, and will vastly increase your towing ability and performance.

- Features a custom designed pedestal, cast in our foundry to ensure the perfect fit and function.
- Comes with everything needed for fast and easy installation; Turbo, ArcFlow intake, cast iron pedestal, performance up-pipes and downpipe.
- Available with your choice of the Aurora 3000 Turbo for the ultimate in all-around ability - Kit shown with the 3000 turbo.
- New up-pipes and true gasket design eliminate the problematic leaky factory up-pipe gasket design

ATS PERFORMANCE INJECTORS

ATS Cyclone Injectors for Ford Powerstroke® are completely redesigned to provide maximum fuel delivery and to maintain high atomization pressure, while delivering huge power and good economy. ATS Cyclone Injectors offer a huge performance boost. Turn up your Ford Powerstroke® diesel truck today!

7.3L INJECTORS

CYCLONE INJECTORS

- Differently rated models are available depending on how much you wish to increase your power.
- ATS Stage 3 Injectors are designed to give your truck the edge you need and desire. Stage 3 Injectors require an upgraded turbo charger.

FUEL ASSIST PUMP

Fuel delivery is the key to big power. Reliability of the precision high-pressure fuel assist pump is largely credited to clean, non-aerated fuel. Getting clean, pure, high-volume diesel fuel to the main injector pump is the key to the high-powered, reliable, long lasting performance of any diesel engine. We recommend using a fuel assist pump to help maintain sufficient fuel volume for your Ford Powerstroke®.

We carry both FASS and Air Dog lift pumps. The pump shown is also available without the filters and air separation.

E-POWER PROGRAMMER

The ATS E-Power Electronic Tuner is the most complete option for the 6.0L and 7.3L Ford Powerstroke®. This programmer includes three tuning files capable of adding between 30 and 170 horsepower. The E-Power retains the stock programming in memory and You can use the tuner to retrieve diagnostic trouble codes and clear items if needed as well as control your engine functions. Re-calibrate transmission functions to improve transmission life.

Fuel efficiency is a balance of precise fuel metering with exact timing control. The timing and fuel tables are designed to provide economy at lower level and extreme performance at higher levels.

Use the lower level for maximum fuel economy, while boosting power minimally. The “tow” program delivers explosive torque and economy while keeping reasonable EGTs. When you’re looking for massive power, there is no replacement for the “race” setting.

GAUGE KITS AND ACCESSORIES

ATS offers a wide variety of instrumentation, so you can monitor your Ford Powerstroke® diesel truck vitals, including a backlit gauge face for easy visibility at night. Pyrometer, boost and transmission temperature gauges are available with either a white or black face.

EXHAUST SYSTEMS

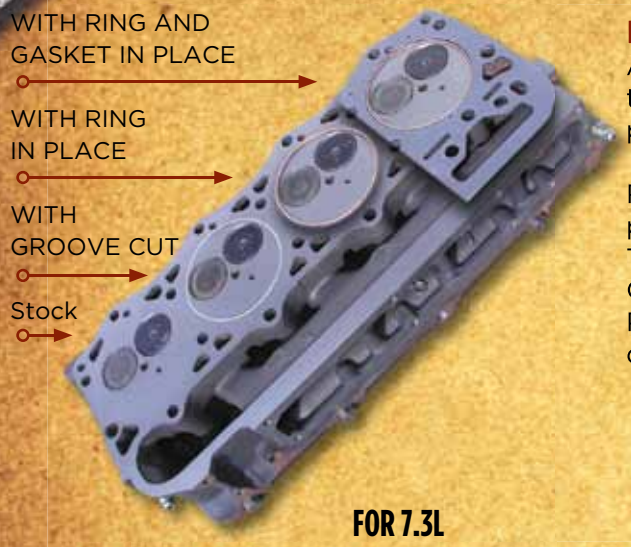
An exhaust system is one of the first upgrades we recommend for improved performance and lower exhaust gas temperatures for your Ford Powerstroke® diesel truck. The muffler restrictions in factory systems remove noise, but create back pressure and raise exhaust temperatures. ATS PulseFlow Exhaust Systems feature a “straight through” design.

FOR THE 7.3L AND 6.0L POWERSTROKE®

HIGH PRESSURE BRAKE

The Pressure Regulated Exhaust Brake (PRXB) is a revolutionary advancement in braking technology. The superior design significantly improves braking power with one-third more retarding horsepower than a traditional fixed-orifice exhaust brake, and allows for constant back pressure as engine speeds change. That means you can maintain optimum retarding performance through the entire RPM range.

- Maximum power gives you safety and control.
- Silent retarding provides peace of mind in the busiest urban areas, where engine brakes are prohibited.
- Installing the PRXB on your Powerstroke® diesel truck will enhance exhaust brake performance at midrange, decreasing the number of brake relines by as many as five times over the life of the vehicle.
- Big savings - up to $7,500 in maintenance costs, optimizing your return on investment.



FOR 7.3L

PERFORMANCE ENGINE HEADS

As much as you love your 7.3L Ford Powerstroke®, you know the weak links in these engines are their head gaskets. Boost pressures above 45 PSI put these engines at risk.

Rely on the ATS Fire Ring Head Gasket Kit for great performance and protection against boost levels up to 100 PSI. The kit consists of high-torque head studs and an innovative O-ring system that fastens into the head. This ensures your Ford Powerstroke® engine head will not "lift" and cause head gasket damage under high boost and horsepower levels.

- The Fire Ring Head Gasket Kit should be used in conjunction with head studs.
- Your heads must still be machined, but all machining, O-rings and gaskets are included.
- Oversized valves and porting are available for the Ford® 6.0L.

HEAD STUDS

ATS head studs require no machining, drilling or tapping. They are the perfect drop-in fit for your Ford Powerstroke® diesel. Head Studs are a necessity for any Ford Powerstroke® 6.0L or 7.3L engine producing turbo boost pressures above 50 PSI. We highly recommend ATS head studs for both performance and towing applications.

AIR INTAKE SYSTEMS

FOR 6.0 AND 7.3L

When upgrading your Ford Powerstroke® diesel truck, there are certain base components that you won't want to be without. Just as an exhaust kit helps evacuate hot air from your motor, an AFE intake kit allows additional fresh air in. Air entering the vehicle's grill goes through our cone-style filter, drastically improving airflow.

FEATURES OF THE AFE INTAKE:

- Seals to hood for cold air induction.
- Increases pulling and towing ability.
- Washable, reusable filter
- Velocity Stack cone filter design for increased flow.
- Heavy gauge metal housing for filter.
- Uses O/E filter minder.
- Snaps into existing air box mounting location.
- Available for the 6.0 & 7.3L

ATS PORTED SHROUD COMPRESSOR FOR 7.3L, 99.5-03

When performance products are added to increase horsepower, the compressor wheel accelerates faster and compressor surge/flutter becomes more apparent and damaging. The ATS ported shroud compressor housing is designed to increase your turbo life by eliminating the damaging effect of compressor surge.

- Our compressor housing is designed with a 4" intake, as opposed to the 3" intake you'll get with the stock.
- Together with our exclusive inducer bleed ring, we provide 13% increase in choke flow, which allows more air into the compressor wheel.
- This inducer bleed broadens the compressor wheel range, smooths out airflow and eliminates turbo compressor surge.

ATS INTERCOOLER - 7.3L: 99.5-03 - 6.0L: 03-07

The ATS Intercooler lowers the compressed air temperature from your turbo. This is an important addition to your stock Ford Powerstroke® diesel truck if you use your vehicle for towing, but is also great if you just want to increase reliability, power and economy. Cooling the inlet air increases air density, maximizes engine performance, lowers firing pressures and minimizes stress on the engine.

Air intake temperatures can drop and exhaust temperatures can drop significantly. With higher efficiency cooling, as compared to other intercoolers, and the heavy-duty construction, means reliability at higher boost levels. Its clean bolt-on power with all the hardware supplied. Upgraded intercooler boots are included in kit. (99 1/2 and up)

DIFFERENTIAL COVERS

ATS engineering allows our ATS Protector Differential Covers to provide optimum fluid capacity, keeping gears lubricated and cool. Fluid service for your Ford Powerstroke® is easy, since our dual magnetic plug design means you don't have to remove the differential cover. Powder-coated for increased strength, our covers have a fluid capacity gain of 2 1/2 quarts, and add a distinctive look to your truck.

AUTOMATIC TRANSMISSION COOLING SYSTEMS

ATS offers the premier automatic transmission cooler for any diesel application. External transmission cooling systems help keep your transmission running at optimal temperatures. Since cooler flow is a key factor in keeping temperatures in check, it is critical to use a self-regulating style cooler. That's why our cooler is a thermostatically controlled, fan-forced (reversible rotation), low-pressure drop unit. Install one in your Ford Powerstroke® today.

AURORA TURBO SYSTEMS

When you're looking for extreme performance, with unsurpassed reliability for your Ford Powerstroke® diesel, an ATS Aurora turbo system is the only choice. The Aurora turbo systems are designed with performance in mind, while still delivering amazing efficiency. Each is designed with a specific frame size to support heavy towing, daily drivers, or extreme performance race applications – choose the one you need.

TOWING & STREET PERFORMANCE

The Aurora 3000 is a quick-response, high-pressure ratio turbo system intended for everyday driving and heavy towing. The Aurora 3000 provides the airflow to the engine to ensure reliability with quick power delivery while maintaining low EGTs.

STREET PERFORMANCE

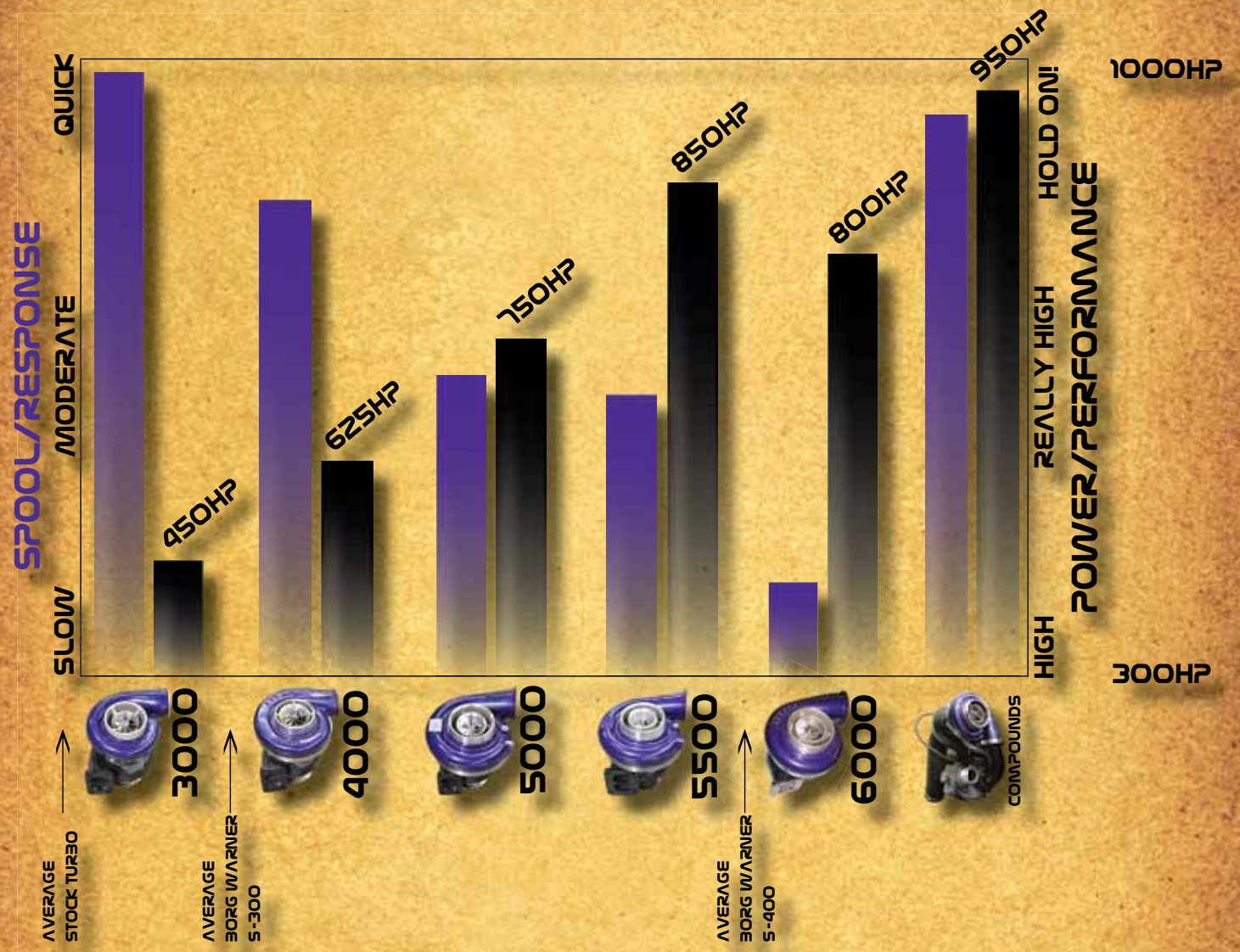
One of our most popular turbochargers, the Aurora 4000 turbo system, is the perfect solution when looking for a turbo for your Ford Powerstroke® diesel truck that provides solid power, and can still easily be driven every day. You get a moderate spool-up time, solid midrange power and boost pressures up to 48 PSI. The Aurora 4000 is equipped with our innovative Ti titanium compressor wheel for even higher pressure ratios.

COMPETITION

For the diesel hot rod of today, there is no substitute for the Aurora 5000. With a five-inch intake shroud and perfectly matched turbine section, this is the turbo for extreme performance. Just try to find another turbo that produces 60+ PSI and can be driven every day! You'll need head studs to handle this power. A slightly slower spool-up time is common compared to your stock turbo, but once it starts to spool, hold on!

AURORA TURBO INFORMATION

Use the information below to help you choose the perfect Aurora turbo for your application.



AURORA TURBO USAGE GUIDE

	AURORA 3000	AURORA 4000	AURORA 5000	AURORA 6000	AURORA COMPOUND
Towing	YES	YES	NO	NO	YES
Quick Response	YES	YES	NO	NO	YES
Sled Pulling	NO	NO	YES	YES	YES
Drag Racing	NO	NO	YES	YES	YES
Lower EGT's	YES	YES	YES	YES	YES

AURORA 3000

The Aurora 3000 turbocharger is a perfect choice for power levels anywhere from stock to 525 rear-wheel horsepower. If you are thinking about adding, or have already added a power module to your truck this is the perfect turbo to control the extreme exhaust temperatures the additional fuel causes. The Aurora 3000 turbocharger provides quick response with fantastic midrange torque and a nice top end power level. Matching a turbocharger to your desired use can be difficult; the Aurora 3000 makes the choice very easy due to its wide compressor map. If you are looking for a turbocharger that will keep up with increased amounts of fuel, you don't have to look any further; the Aurora 3000 turbine section reduces back pressure and has a huge compressor housing, providing massive air volume. The Aurora 3000 kit for 12 Valve & 24 Valve engines hooks right up to the stock down pipe, as well as most aftermarket exhaust systems that are designed for use with the stock turbo. ATS does offer the option to upgrade to a full 4" outlet & down pipe for a small additional charge.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.250	57.17
Exducer	3.301	83.86
EXHAUST WHEEL	**INCHES**	**MILLIMETERS**
Inducer	2.89	73.44
Exducer	2.21	63.75

AURORA Ti 4000

The Aurora 4000 Ti turbocharger fills the gap between the racing and towing crowd. Featuring a titanium compressor wheel, it is at the forefront of turbocharging technology. Those of you out there that are looking for a turbocharger that provide lots of air for power levels up to 630 rear-wheel horsepower will love the Aurora 4000. This turbo is not ideal for towing or moderate driving. The response time is fair and will likely surge slightly at very light throttle levels. However, this turbo is explosive in the midrange and dynamite on the top end... a good choice for the average hot-rodder who occasional tows a small boat to the lake and does not want to make the ultimate leap into compound (or "twin") turbochargers. The Aurora 4000 turbocharger is an outstanding single turbo choice when looking for awesome performance and good driveability.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.48	63.00
Exducer	3.63	92.28
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	3.00	76.43
Exducer	2.76	[illegible]

AURORA 5000

The Aurora 5000 is a massive single turbocharger. The 5000 provides the airflow to support over 800 rear-wheel horsepower. This turbo is never recommended for any towing application or light throttle driving due to its enormous size and slower response. Power levels and boost are incredible in applications where the engine has the fuel to support it. This turbo is the perfect choice when you are looking for a single turbocharger that will produce huge power levels for drag racing or sled pulling competition. The Aurora 5000 turbo will mount to the standard ATS 2 or 3 piece exhaust manifold, and is allowed in all competition classes that require a compressor wheel no larger than a 2.8-inch inducer size. The Aurora 5000 also utilizes an exclusive billet compressor wheel for superior strength.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.8	71.41
Exducer	3.94	100.14
EXHAUST WHEEL	**INCHES**	**MILLIMETERS**
Inducer	3.0	76.31
Exducer	2.76	70.15

AURORA 5500

The Aurora 5500 is the benchmark of massive power capabilities with the response of a completely streetable charger. The Aurora 5500 is the best of both worlds when it comes to large single chargers. We have created a completely custom turbo by combining the quick spooling turbine section of the Aurora 5000 and a pavement pounding compressor section developed specifically for the Aurora 5500. By combining these two, you get a turbo capable of 10 second 1/4 mile times, full pulls, and enough air flow that makes a F-18 fighter jet feel inadequate. Did we mention your grandmother could still drive the truck?

The Aurora 5500 is available in the standard 3.0” compressor wheel, or also in a clipped 2.6” compressor wheel which meets sled pulling rules for the 2.6 class.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.6 or 3.0	66 or 75
Exducer	4.15	105.41
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	3.0	76.31
Exducer	2.76	70.15

AURORA 6000

The Aurora 6000 is the big dog of all single turbochargers. The 6000 is massive and provides the airflow to support over 700 rear-wheel horsepower. ATS does not recommend this turbo for any towing application or light throttle driving due to its enormous size and slower response. Power levels and boost are incredible in applications where the engine has the fuel to support it, and this turbo is the perfect choice when you are looking for a single turbocharger that will produce huge power levels for drag racing or sled pulling competition. The Aurora 6000 turbo will also mount to the BigFoot ATS 2 or 3 piece exhaust manifold. The 6000 is the ultimate in big power single turbocharger design at an affordable price.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.96	75.18
Exducer	4.15	105.41
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	2.93	74.42
Exducer	3.29	83.57

AURORA 7000

The Aurora 7000 is the ideal turbo for using in a daily driven compound setup. Coupled with the stock turbo or Aurora 3000, this will be a very responsive set up on Duramax and Common Rail Cummins 5.9L and 6.7L engines. Adding this will give you cooler EGT's and an enormous power potential of over 800rwhp, all while keeping your truck 100% street friendly and give it the ability to tow any load better than stock. Tuning and fueling is very important with this setup, so it is important to ensure your truck is properly equipped with the necessary complimentary upgrades to the fuel system.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	2.96	75.18
Exducer	4.15	105.41
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	3.47	88.14
Exducer	3.77	95.76

The Aurora 7500 is our largest street friendly compound turbocharger. This turbo is easily capable of flowing enough air to support over 1000rwhp. With the proper set up, it can still be used to tow light loads when used on the common rail engines. Proper tuning, supporting fuel modifications, and secondary turbo choice will ultimately dictate the overall experience of this turbo. If you are looking for something that can get your truck to the top level of performance, and still be used as a truck, then the Aurora 7500 is for you.

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	3.21	80.11
Exducer	4.15	105.41
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	3.47	88.14
Exducer	3.77	95.76

The Aurora 8000 is the largest turbocharger that we offer and is for EXTREME competition. This turbo is easily capable of over 1400rwhp and over 100 PSI of boost. When running the Aurora 8000, it is necessary to run it in a compound setup. It has proven itself to win numerous sled pulls, drag racing events, and other competitions. This mammoth turbo is not for your average truck, built motors, twin CP3's, injectors, custom programming, and more is necessary. If you want the most horsepower you can possibly get out of your engine, then the Aurora 8000 is the perfect addition under your hood, just make sure you have your seats bolted down tight!

COMPRESSOR WHEEL	INCHES	MILLIMETERS
Inducer	3.76	95.45
Exducer	5.48	139.09
EXHAUST WHEEL	**INCHES**	**MILLIMETER**
Inducer	3.88	98.55
Exducer	4.27	108.46

This unique Aurora Turbo system is an exceptional, tested and proven setup for your Dodge Cummins® diesel. With incredibly quick spool times, faster than stock, and low EGTs, the Aurora Plus is a great economic choice in compound turbo systems.

This system utilizes your stock turbo in a compound setup with the Aurora 7000 or Aurora 7500 turbo. With the Aurora Plus, power levels are capable of producing over 1000 HP and 1700 ft-lbs of torque. The system can also be outfitted with the Aurora 3000 or Aurora 4000 as the high pressure turbo. Don't be fooled by the large turbo size. Our testing confirms that this system is also great for towing, with low EGTs, quick response and solid performance, the Aurora Plus is the future of compound turbo technology.

ATS BODY SHOP

ATS APPERAL

Show your diesel spirit even when you arent driving your truck!

ATS DECALS

These stickers add up to 20rwhp each...not really but they look friggin' good.

FIVE STAR TORQUE CONVERTER

EPOWER ELECTRONIC TUNER

AURORA TURBO SYSTEMS

TripleLOK™ TORQUE CONVERTER

ATS DIESEL PERFORMANCE

SubZERO INTERCOOLER

ATS DIESEL PERFORMANCE

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